



Meeting Minutes
Thursday, December 1, 2005
Wisconsin Rapids City Council Chambers
9:00 a.m. to 3:30 p.m.

LRSC Members Present

Wisconsin Counties Association:

Dan Fedderly (Conference Called)
Roger Laning

Wisconsin Towns Association:

Marilyn Bhend
Gene Lueck
Arlyn Helm
Terry McMahon

**Regional Planning Commissions/
Metro Planning Organizations:**

Don Kush
Walt Raith

League of Wisconsin Municipalities:

LRSC Members Excused:

Bill Beil, Jr.
Dennis Jordan
Dick Leffler
Jeff Mantes
Emmer Shields

WisDOT Staff Present:

Ruben Anthony Jr.
Scott Bush
Rod Clark
Michael Erickson
Mary Forlenza

Wisconsin Alliance of Cities:

Dave Botts
Rick Jones
Paula Vandehey

Others Present:

Ruben Anthony Jr. - WisDOT Deputy Secretary
Terry Ludeman (WIS. Dept. of Workforce Development – DWD)
Jay Neider - WisDOT (Dept. of Transportation Systems Development – DTSD)
Paul Trombino - WisDOT (DTSD)

LRSC Members Absent:

Ken Yunker
Bill Handlos

Opening Business (Don Kush, Mary Forlenza)

The meeting was called to order shortly after 9 a.m.

Mary informed the council that two members would be leaving at the end of the year. Dennis Melvin City Administrator from West Bend had served since the inception of the LRSC and was a member of the Local Transportation Finance Committee. Dennis contributed on many special projects and reports the council produced over the years. Dennis will be missed because of his input and expertise on a variety of issues.

Marv Samson Chair from the Town of Black Creek had served on the council since 2001 and was a member of the Executive Committee and the Local Transportation Finance Committee. Marv contributed on many special projects and reports the council produced and helped provide input from a town perspective.

Mary introduced a new member to the LRSC – Terry McMahon Supervisor from the Town of Yorkville in Racine County. Terry will represent the Wisconsin Towns Association (WTA) and brings his many years of experience to the LRSC. Terry will become a new member to both the Executive and Local Transportation Finance Committee. Welcome Terry.

Review & Approval of September 22nd minutes

Minutes from September 22nd were reviewed and accepted as written.

Future Demographic Shifts & Related Impacts on Wisconsin's Transportation Systems **Terry Ludeman, WI Dept. of Workforce Development – (DWD) - slide presentation**

Terry Ludeman explained to the committee that he is a chief labor economist for the state working for the Department of Workforce Development (DWD), and not a demographer. The presentation focused on current and future trends from an economist perspective that will have impacts on the transportation system and how it will be affected by these demographic shifts in the future.

When examining demographic data concerning Wisconsin and the United States (U.S.) as a whole, Wisconsin is a very average state. Taking the total U.S. population of 290 million and dividing it by the 50 states you come up with Wisconsin's population of nearly 5.9 million people. Though Wisconsin is similar in its population breakdown, the state is very different concerning how its population is distributed through out the state. The U.S. has a basic measure that is used for defining populations and that is the Core Based Statistical Area (CBSA), which is defined as an urbanized area of at-least 50,000 people. Large urbanized areas used to be called metropolitan areas but have been reclassified to the CBSA's . Examining Wisconsin you will find many urbanized and metropolitan areas scattered through out the state, from Superior in the northwestern portion of the state to Beloit in the South, from Green Bay in the east to La Crosse in the west. Wisconsin has fourteen urban areas by definition of the CBSA; the average state will have only nine, and only ten other states in the U.S. have as many as fourteen urbanized areas. An important distinction concerning Wisconsin vs. the U.S. in-terms of CBSA's is that the average population in these areas is 800,000, whereas the average in Wisconsin is 177,000 or about one-fifth the average size in the U.S. This will have very important affects concerning Wisconsin's future in-terms of

future growth and demographics. Wisconsin also has twelve defined Metropolitan Areas; an average state has seven. Once again, Wisconsin has a large number of these metropolitan areas but they tend to be small, Milwaukee the largest of the metropolitan areas in the state is relatively small compared to others like Chicago, New York or Los Angeles.

The census uses a micropolitan statistical area as another category for examination; these include areas that are not quite large enough to be a metro area, but have large urban areas and populations of 10,000 or more. Wisconsin Rapids and the Marshfield area in Wisconsin represent such an area. Wisconsin is unique when you examine both the metropolitan and micropolitan areas of the state because most, if not all areas of the state are included in one of these areas or the other with just a few exceptions. If you examine these areas in the state of Minnesota you find that only six of these areas are combined and nearly all of them are in the Twin cities area, even though Minnesota has nearly the same total population as Wisconsin. The main point of this examination is: Wisconsin is very different than most average states in the U.S. because our population is very dispersed among small to medium urban areas. Wisconsin doesn't have one (few) concentrated high-density urban areas but rather many dispersed throughout the state.

There is a demographic change occurring in Wisconsin and some of the implications due to these changes will have broad impacts concerning our future growth and productivity. Peter Drucker (1909 – 2005) a management consultant and University Professor commented; "The dominant factor for business during the next two decades will not be war, pestilence or collision with a comet. It is not going to be economic or technological but the key will be demographics. The key factor will not be the over-population of the world which we have been warned about for the last forty years, but will be the ever increasing under-population of the developed countries, particularly Japan, most of Europe, and North America." This is exactly what is occurring in the Midwest and particularly in Wisconsin.

The last thirty years of our U.S. economy saw the largest growth in the national labor market since the beginning of our history. Since 1970 the labor force has nearly doubled, adding nearly 79 million new jobs. The three major reasons for this expansion has been:

- Baby Boomers expanded into the labor market,
- Females have moved into the labor market in very large numbers (feminist movement of the 1970's); and
- The U.S. had very liberal immigration policies during the last thirty years.

Three major problems concerning future labor markets:

- Baby Boomers are now leaving the labor market in large numbers,
- Females have reached a peak in their amount entering the labor market and in the future we will see their numbers leveling off and even beginning to decline; and
- Post 9/11 Homeland Security policies will begin to tighten immigration policies and even reduce the amount of immigrants allowed into the U.S. in the future.

The first of the baby boomers will turn 60 this year and this has many consequences concerning both demographics and the economic well being of the state of Wisconsin. This will have both demand side and supply side effects on the labor market here in Wisconsin.

On the demand side the economy has experienced an incredible amount of job growth over the past twenty-five years. Wisconsin has added nearly 42,000 jobs to our job base, most of

it in the service industry sector. The advent of the baby boomer generation is fueling the demand on the service industry, and contrary to what many retirees may say, they currently have large amounts of disposable income and accumulated wealth, which they will be spending in the coming years. For both the U.S. and Wisconsin, the elderly population will be the fastest growing sector through 2025 and nearly a third of Wisconsin's population will be over 60 by 2030. These demographics have never occurred in the civilized world. This creates an interesting dilemma of major importance. Wisconsin has added nearly 42,000 jobs a year during the last twenty years but it will be losing upwards of 40,000 – 75,000 jobs a year due to retirements. As pressure for service jobs increases due to these retirees, an ever increasing gap between job creation and job loss from these retirements will occur in Wisconsin over the next thirty years.

Currently many Wisconsin counties in the far northern and southwestern portion of the state have populations with a median age over 55 years. The only counties that have more 18 – 24 year olds are counties where Universities are located. These areas tend to be more metropolitan in nature than rural. Metropolitan areas also tend to have more minority populations: Asian, Hispanic and Afro-American. These minority populations tend to have larger families for a variety of reasons. Both the larger amount of minority populations and the continuous influx of youth to these Universities help to generate these younger populations in these metropolitan areas of Wisconsin. Of the baby boomers that will be retiring in the next thirty years the majority will be white and not minority. Wisconsin is in the upper categories of white population in the U.S., and white majority states tend to have the oldest populations when it comes to demographics. Another issue concerning states with high white populations is that they consistently have the highest rate of declining populations among states in the U.S. The problem in Wisconsin is not a demand side labor issue but rather a supply side labor issue.

Number one, Wisconsin has experienced a dramatic decrease in entry-level workers for the last fifteen years because of steadily declining birth rates in Wisconsin. Second, the participation rate among women age 16 and over has reached its peak, and Wisconsin has continually ranked in the top five states in the U.S. for women in the labor force for the last twenty years. Third, Wisconsin has a large commuting loss with our neighbor states. Workers near the borders tend to work across state lines for any number of economic reasons, but overall; far more residents travel to bordering states for employment rather than their residents traveling to Wisconsin for employment. Fourth, A serious exodus of young people, particularly highly educated young people – the “Brain Drain” phenomenon. These highly educated young people tend to move either to the West, South or the East Coast upon graduation. And last, Wisconsin is a low migration state for foreigners, whereas the U.S. on average has a population of 12 percent foreign-born residents, Wisconsin has only 4 percent and that trend is projected to continue.

Terry before summing up his presentation gave a brief list of what he called “Some things you may not wish to know about Wisconsin”, here are the major points from that list:

- Wisconsin is a low wage state compared to the national average and lower than any of the surrounding states. Wisconsin's average income is \$33,500 compared to \$37,800 nationally per year - per job,
- Wisconsin is not a high education state and rank 33rd in the nation concerning post educational degrees. Wisconsin ranks in the top twenty of graduating science and

math majors from our University systems, but ranks 44th in the number of these graduates in Wisconsin's work force; and

- Wisconsin is a slow growth state, with little or no migration of new laborers to our work force. Currently we have many counties in the state with negative growth – more deaths than births.

Here are some interesting facts about demographics concerning Females in Wisconsin:

- Wisconsin often has one of the highest participation rates from employment in the labor force of females, usually in the top 5 of the U.S.,
- When comparing wage rates between males and females, Wisconsin ranks 44th in the nation with males making more money than females in the labor market; and
- In the last 35 years in Wisconsin, 62 percent of all college degrees in Wisconsin went to females.

What does this mean for Wisconsin? Wisconsin ranks 44th in terms of the ratio of wages between males and females, and females make up the majority of college graduates over the last 35 years. It is no surprise that these new young female graduates would find employment outside of the state due to the low wages found in our current labor market. This also leads to the problem of our low birth rates as more and more young highly educated women move away from the state. You can't increase your birth ratio without young women; this is an undisputable fact. If demographic trends continue, Wisconsin will become a state of older women who remain (longer life span than men) here with a bunch of old white guys waiting to pass away.

Why is this occurring? Wisconsin doesn't have a large dynamic metropolitan area (region) like many other states throughout the U.S. but rather many small to medium metropolitan areas/regions. These areas are not the kind of metropolitan areas that are attractive to new graduates and these areas are not attractive to corporate headquarter development and investment in buildings and infrastructure. Wisconsin has seen many corporate headquarters move to these large dynamic metropolitan areas in the last 20 years because these areas attract young highly educated new graduates. The largest dynamic metropolitan area in Wisconsin is Milwaukee, and it is ranked as the slowest growing metropolitan areas in the U.S., only growing by 120,000 people since 1955. Economist and urban planners generally view it as a declining midwestern city. Phoenix Arizona had a population of 150,000 in 1950; today, Phoenix has a population of 3,150,000. This is an example of the kind of large dynamic metropolitan area that is absorbing recent graduates and a younger population.

Wisconsin is also lagging the U.S. in wage rates among its labor force. Wisconsin's highest wage category is the manufacturing sector. For the U.S. manufacturing is a small percentage of the wage category. Wisconsin is heavily dependent on this sector and it is in decline both in Wisconsin and the U.S. due to globalization of the economy and lower wage rates found in developing countries outside of the U.S. The highest wage rates in the U.S. are in the managerial and technical sectors and those sectors are expanding in the large dynamic metropolitan areas and not in Wisconsin. Wisconsin next largest wage category or labor sector is tourism. Wisconsin touts itself as a place to vacation and visit throughout the year and is generally considered a tourism state. In the leisure and hospitality category (tourism) Wisconsin has 13.4 percent of its labor force; nationally the average is 13.3 percent. This sector tends to pay less than most other wage categories and Wisconsin ranks 49th in this category for wages. The key for the next thirty to thirty-five years is to increase and/or

maintain your young highly educated work force and provide the highest paying wages to that workforce.

Terry recommended that members of the LRSC go to the Kansas City Federal Reserve Web site: <http://www.kc.frb.org/> to get more information concerning this issue and rural America. On this Web site is the “Main street economist” which examines many of these issues facing the Midwest. From the research and studies of the Kansas City Federal Reserve here are examples of solutions that may help change our current demographic trends in Wisconsin:

- Need to Regionalize Wisconsin's many small to medium metropolitan areas into larger regions that work together and combine resources into larger units,
- Connect these regions to research Universities through out the state. This will help to attract recent college graduates,
- Invest in your own people, entrepreneurs and businesses within the state, don't chase companies outside of Wisconsin; and
- Invest in the current workforce.

Deputy Secretary Ruben Anthony on the Success of WISLR & Other LRSC Efforts - (WisDOT)

Ruben on behalf of Secretary Frank Busalacchi, Executive Assistant Chris Klein and the Department wanted to thank the LRSC for being a valuable partner in the development and delivery of the Wisconsin Information System for Local Roads (WISLR). Ruben recalled meeting with the LRSC nearly 10 years ago to discuss the formulation of WISLR, and remembers both the support concerning this effort by the council but also the skepticism that WisDOT may not be able to deliver this complex product and support needed to use it. This new system would allow Geographic Information Systems mapping (GIS) capabilities, a diverse and full functioning database containing Wisconsin's local roads system on the Internet. Ruben was the Chief of the Data Management Section before becoming an Administrator and then Deputy Secretary. Ruben was directly involved with the initial development and has been part of WISLR as it moved from a concept into a reality. The LRSC and many of its members have been directly involved with this accomplishment and helped make it what it is today. Ruben also thanked Bob St.Clair and Joe Neslter (Joe took over Ruben's former job) for their efforts and support in making WISLR a reality.

Ruben commented that the partnership with the LRSC helped during the long process in WISLR's development. He applauded the 10th Anniversary of the LRSC this year and sighted WISLR as one of the major accomplishment of the committee during the last 10 years. For a decade the LRSC has served as a model to other state agencies and organizations proving the value of state and local partnerships that work together to formulate and implement valuable cost effective policies. As the LRSC activities and responsibilities continue to grow, WisDOT will support and continue this relationship with the LRSC because it has proven to be an asset worth maintaining. The LRSC has been instrumental in the success of improving the local roads system and providing a means for a dialog between WisDOT and local governments. It has been the efforts of the LRSC that helped in getting the support and buy-in of Wisconsin's local governments to accept and use the WISLR system. The work done by the council concerning the State Maintenance Issue during this years Biennial Budget was very important and helped the legislature decide to increase funding during this current

budget cycle and is but one of many different issues that the LRSC has worked on this last year.

WISLR is a tremendous success for both the Department and the LRSC. A recent award from the Center for Digital Government is just one example of the National recognition being given to WISLR. Ruben commented that as he travels around the United States to conferences, that many state transportation agencies want to develop a system similar to WISLR. WISLR will continue to provide dividends for years to come with its comprehensive database of the local roads system of Wisconsin and additional functionality, which continues to be developed and put into use. WISLR will allow WisDOT to examine and report on how General Transportation Aids (GTA) are being used by local governments and will be used to monitor and budget for GTA in the future. Nearly \$300 million goes to GTA and we want to make sure that these dollars go to improving the system and choices that are made by county and local governments.

Ruben then shifted to how the LRSC would be involved with Connections 2030, and the need for the council's input and help in forming the policies and long term commitment to the local roads system. WISLR will be used to help formulate some of these policies and help to monitor and report in the future if these policies have created the desired results. WisDOT will be requesting that the LRSC helps in the prioritization of these policies and funding so that we can do what is best for both the overall transportation system of the state but also the local roads system. WisDOT needs to educate the public and wants the LRSC to help in these efforts to show that we cannot continue to expand and develop the system without improving and maintaining the current system. Secretary Busalacchi and Ruben look forward to the January meeting of the Executive Committee of the LRSC to discuss what priorities and policies WisDOT and the LRSC will be working on together in 2006.

WisDOT Local Program Delivery Administration Status (Paul Trombino and Jay Neider – WisDOT Division of Transportation Systems Development - DTSD) – organizational charts and Regional Management Consultant (MC's) list.

Paul Trombino and Jay Neider were introduced to the council and will oversee the newly formed Local Program Management-Consultant Section of WisDOT. During the past year WisDOT has been going through a reorganization process with many different changes occurring both in its personnel structure but also within the Divisions themselves. By far the biggest change that occurred would be the move from the former eight District Office Structure to the newly formed Regional Office Structure, which has direct contact with county and local officials concerning Wisconsin's transportation system. The Division of Transportation Districts (DTD) and the Division of Transportation Infrastructure Development (DTID) that existed in the prior organizational structure and have been combined to form the new Division of Transportation System Development (DTSD). DTSD is the newly created division that combines many of the bureaus and offices of DTID and DTD. Bureaus or sections not included in DTSD but relocated are Aeronautics, Railroads and Harbors (both moved to Division of Transportation Investment Management - DTIM) and Research Coordination (moved to Division of Business Management - DBM). Administrator, Kevin Chesnik heads up this new Division that is separated into 2 major functional areas: Statewide Bureaus and Regional Operations. The new Local Program Management-Consultant Section will be located under Statewide Bureaus.

Paul Trombino is Director of Statewide Bureaus Operations and has been working directly with Jay Neider the Manager of the newly formed Local Program Management-Consultant Section – (LPMCS) in its organizational structure and operations. Many different Bureaus within WisDOT and stakeholders/local governments affected by the local programs administered by WisDOT participated in the discussions on how it would function and operate. Paul and Jay passed out new organizational charts concerning these operations, the WisDOT Local Program Management Consultants List per Regional Office (MC), and how the Phase 1 Implementation Plan (*DRAFT*) as perceived (Phase 1 would occur with its Rollout during July 2006 and then be integrated into the new 07-09 local program cycle), which describe to the LRSC how these newly formed Bureaus would work together to operate and implement many of the same functions and programs that WisDOT staff performed under the former organizational structure.

The newly formed LPMCS and its policies/operations were created for many reasons, but a major reason was because of recommendations brought about by the Federal Highway Administration Department (FHWA) Audit of the Local Programs (2004-05) being administered by WisDOT. Federal standards dictate a “Best Costs” and over-site of local programs. Counties and local governments also expressed concerns over the consistency of administration and implementation of the Local Programs throughout the state. Two pilot projects using Local Program Management-Consultants (Madison and Waukesha WisDOT Offices) also preceded these changes and helped in the formulation of this new section and its policies/operations. Paul and Jay also informed the LRSC that staffing issues helped determine this new direction concerning the implementation of the Local Programs by WisDOT. Though the final numbers are not presently known, direct staffing by WisDOT concerning this function performed by the present organizational structure will be reduced from 37 people to 24 people, with 21 individuals having direct contact with the local program administration and the MC’s in the five Regions throughout the state. Many of these WisDOT staffing decisions have occurred or are in the process of being determined as of this meeting.

Jay then discussed many of the transitional issues or concerns that came out of these discussions with WisDOT and the stakeholders as we move forward with this new process for delivery of the local programs throughout the state.

What is going to happen as we move from the former District over-site of these projects to the new MC’s and Regional Structure?

Any project that are in construction or begun prior to the 2007 – 2009 cycle, will be managed by the same managers or WisDOT staff that worked on that project prior to this new process (if possible due to transfers and retirements of WisDOT staff).

What is going to happen to Early Scoping of Local Projects?

This has been an on-going effort of the WisDOT to help in the cost containment and delivery of these local projects. This has not always been possible given our former structure within the Districts and prioritization of projects within these District offices. Many times staff was not available to help in the pre-scoping process or provide the necessary time and resources to be effective. This was one of the major problems with consistency across the state in the delivery of the local program. It is the goal of this new system to allow the MC’s enough resources and staff to work with the locals and to develop a statewide model for how Early Scoping will be provided on future Local Projects.

Are we going to lose the District (Regional Office) expertise?

WisDOT believes that this new arrangement should increase the role of these officials because they will be specifically assigned the local program but will be housed in a centralized location. One of the major concerns when Paul and Jay were out talking to WisDOT staff was that they do not want to completely abandon the local program. This new system will allow the Regional Offices and their staff to still maintain some over-site and involvement in how this will be implemented and occur over the next three years. We must be flexible on the front end of this rollout process, and we are working to identify jobs within these Regional Offices and the resources that will be needed to make this system work.

Rod Clark wanted to stress to the LRSC that though many policies and positions have been decided, many vacancies still exist in this new structure. These will be filled in the coming months and will be a work in progress as we move to the July 2006 rollout of this new policy. What we know now is that the Leadership (Director/Manager, some WisDOT staff, and MC's) has been decided and they are in the process of moving this forward.

Mary Forlenza stressed that WisDOT is moving to a more "Focused" process rather than viewing it as consolidation of staff and resources. In the past, many local projects had many people from various offices and Divisions working on many small pieces in the efforts to deliver local programs and projects. Now under this new system, WisDOT will have direct resources and staff and it will be their job to deliver local programs and projects. The current system allows people to transfer to a priority project (state) from a local project when needed, and this happens often under the current system due to a lack of resources throughout the state.

Rick Jones mentioned that he has worked under this system and is comfortable with the transition to statewide implementation. Rick feels that more of an effort should be made to educate the rest of the state on how this applies and works in practice. Rick also mentioned the difficulty when working with the MC when specific staff would take leave or vacation. Rick's experience was that only one person (MC) worked on his projects and when that person was not available, no one else on staff could answer or address that question till that person returned. Paul and Jay said they would look into addressing that issue concerning the new system.

How long is the contact with the Management Consultants (MC), and can they be terminated?

The MC's contract is only for the two years of the program. So the new MC's are only hired currently through the 2007-09 program cycle. They will have to either bid or apply again for the next cycle, or they may be terminated. Yes, under the contract with all MC's they may be terminated for a variety of reasons which are spelled out in their contracts.

Will this new system save WisDOT money?

As the new system is implemented and we transition from the former system to the new system, WisDOT is not under the impression that we will see real costs savings. What WisDOT believes is that there will be more consistent in delivery of these projects and have identified jobs and resources that will help provide the tools to create a more efficient delivery of the local programs throughout the state. It is anticipated that it will take a couple cycles of the new Local Programs Management Consultant System before WisDOT will begin to obtain

the cost saving through refining this process concerning resources and the number of staff need to provide them.

How are Regional Planning Councils (RPC's) and Metropolitan Planning Organizations (MPO's) going to work in this new process and what role will they play?

Mary answered this question by explaining that WisDOT is still working on how the Local – Regional process would work. The RPC/MPO along with the MC's and WisDOT staff including Paul and Jay would be working on this issue in the coming months. WisDOT is also addressing the issue of who/whom would be soliciting these projects.

Jay finished up the presentation telling the LRSC that many issues still need to be finalized and that this continues to be a work in progress. Paul and Jay informed the council and its membership that they welcome any suggestions, comments or inquires concerning the new system and that they should contact them. It was suggested that they use the LRSC meetings to help educate the locals concerning these ongoing activities and that WisDOT uses the LRSC quarterly newsletter to help get information to these local governments to inform them as these changes occur. This issue will be followed up again at our next meeting in March 2006.

Update on Connections 2030 Process & Timeline – Mary Forlenza

Mary spoke on behalf of the Planning Department for WisDOT. Don Uelmen was to talk about the Local Roads Element that will be incorporated into WisDOT's new long-range transportation plan. Don has been working on various components of the local roads element but was not ready to present to either the Infrastructure Management Committee or the LRSC as of this meeting.

Mary stated what we currently know about concerning the formulization and direction of *Connections 2030*. It will contain state policies concerning a variety of issues about our state transportation network. It will focus on newly identified Multi-modal corridors connecting metropolitan areas of populations of 5000 people or more throughout the state. The plan and policies it contains will be financially constrained both from a perspective of resources from the state but what we can expect over the coming years from the Federal Government. It is the intention of WisDOT to release this plan in the summer – 2006. WisDOT will need to contact many different stakeholder and citizens throughout the state from Mid-February through Mid-March of next year. WisDOT plans to use the LRSC as a sounding board to gain both technical input but also practical insight and understanding if these are good policies for our local transportation system in the future. Many meetings and drafts of this plan will be occurring in the near future and the LRSC will be involved with this process.

It is the intent of the Planning Department to formalize these components and present them to the LRSC at the next meeting in March 2006. These components include:

- Pavements and Bridges,
- Geometrics and Safety,
- Congestion/Mobility; and
- Oversize/Overweight Trucks.

Looking to 2006 – Discussion of Priorities for Next Year

Executive Committee: Mary Forlenza

- WISLR – now that it has been developed what can we do to use it and use it affectively. What are the responsible uses of this data and how can they help county and local governments? How is this going to move forward into the future both as a tool for its users but also for Best Practices and Budgeting? These questions and issues as develop will be worked on by both the Infrastructure and Management and Education and Communication Committee in the next year.
- 2004 – 2006 Biennial Report. Both the Executive Committee and Education and Communication Committee will work on this report.

Local Transportation Finance Committee: (Rick Jones)

Rick talked about some of the work the committee had accomplished this year. They looked into the affects on the Biennial Budget that passed this year and how those decisions might affect local governments transportation projects over the next two-year cycle. This ties into WISLR in that we may be able to examine these pavement ratings in the future and see if policies and practices have an effect on these ratings from budget decisions and priorities.

- Continue working on a Pavement Management Incentive Program tied into the distribution of General Transportation Aid program distributed in the state and try to finalize this program next year (2006). This falls into a three tier program:
 - 1) Electronic submission of Pavement Data. If you chose not to, you can be penalized or not given the prescribed incentive.
 - 2) Using pavement management techniques / Best Practices to create a capital budget.
 - 3) Adopt a prescribed pavement rating (goal) and then budgeting accordingly to maintain that rate through these practices.
- Continuing the examination of transportation cost data and breaking it down among Urban and Rural systems. Look to examine these cost and differences and understand if the PCI index is different between these systems and if a best management practice emerges.
- Look to the budgeting between Urban and Rural transportation system in Wisconsin and examine how the continued sprawl into these areas is affecting how this funding is currently being administered and what problems might occur in the future. We believe that the funding for Rural STP programs is not being adjusted accordingly given the current system and expansions from urban areas into rural areas.
- Talk about the gas indexing tax issue at the next meeting.
- Continue to provide recommendation and insight to WisDOT Secretary's office concerning transportation funding both from an urban and rural perspective, with the hopes of influencing future policy decisions.

Infrastructure and Management Committee: (Paula Vandehy)

- Continue working on a Best Practices Management Manual for Local Governments.
- Advising WisDOT concerning the "Local Roads Element" including an emphasis on forecasting needs – to be included in **Connections 2030** WisDOT's long-range transportation multi-modal plan. The LRSC would like to see a more nuts-and-bolts approach to this plan, rather than a policy document. Recommendations that local governments can use.

- Continue to provide feedback and support for the development of Wisconsin Information System for Local Roads (WISLR) as new tools and products become available. Working with Joe Nestler and Steve Pudloski on the Pavement Budget Tool.
- WISLR light for home computers.
- Begin the discussion of the broader issues concerning Asset System Management and how it relates to more infrastructures other than pavements, such as Trees, light poles and other physical properties that a local government may own and wish to maintain records. Wisconsin is ahead of the game concerning this issue, but we should continue to advance our efforts.

Regulatory, Environmental, and Legislative Committee (REAL):

A new topic that came up during the meeting today and might become an issue of study for the REAL committee in 2006 is Safety and how it can be increased or examined from a local roads perspective. Emmer has not been involved with this discussion and will need to be addressed at the next meeting of the REAL in 2006.

Prior listing of issues from 2005 – yet to be Prioritized for 2006:

- Still trying to meet with the State Historical Society concerning preservation issues during the construction of local projects.
- Major concern for the coming year will be Over-Size Trucking on the local roads system. This committee will be addressing the state concerning and providing information to the Secretary's office for an informed discussion about the deterioration of the local road network because of over-sized trucking on the system.
- **(Follow-up)** After a defeat during the last biennial budget cycle, the REAL committee will continue to press forward on the single point of contact with the Department of Natural Resources (DNR) concerning local road projects.
- Still working with the Army Corp of Engineers on a single wetlands mitigation policy that both the DNR and the Army Corp can agree on and works better for local transportation projects.
- Working with WisDOT to update the *Facilities Development Manual*.

Education and Communication Committee: (Roger Laning)

- Continue working and putting out the quarterly LRSC newsletters.
- Work to Link the Web sites of the Local Government Associations with the LRSC Web site and other materials we produce so that we can inform a larger audience of our work and products. Also providing insight on how to make WisDOT's own Web site more user friendly and accessible to the general public.
- As Connections 2030 moves forward, we plan on doing our part to get information out about this process.
- Updating the LRSC Brochure showing our accomplishments and new members.
- Need to work on educating the public and legislature about the use of General Transportation Aids (GTA). This will help explain some of the accountability issues plus the importance of maintaining of funding levels.
- Working with the Executive committee to produce the LRSC Biennial Report.

Administrative Items – Mary Forlenza and Paula Vandehey

2006 Membership Update

We are working on getting a member from the League of Municipalities to replace our current vacancy. It was agreed that Ken Yunker who represented the Southeaster Wisconsin Regional Planning Commission (SEWRPC) has too many demands and can not commit the resources need to work on the LRSC. The council will begin the search for a new member to represent either a Metropolitan or Regional Planning Organization.

Confirm 2006 Meeting Schedule

Beside a conflict or two, all committees have been scheduled for meeting dates in 2006 except the Infrastructure and Management (I&M) and Regulatory, Environmental and Legislative (REAL). The I&M plans to confirm their schedule at the I&M December 16th meeting. The REAL was due to Emmer Shields' absence because of an on-going medical issue concerning Emmer. Emmer will be back after the first of the year and the schedule for the REAL committee will be developed and confirmed at the March meeting of the LRSC.

Discuss Meeting with WisDOT Secretary's Office (Jan. 19, 2006)

Mary wanted all committee chairs to begin to think about specific priorities and put them into words so that they may be discussed and reviewed by both committee members and WisDOT before the meeting with the Secretary. It will also be an opportunity to meet Chris Klein and gives the Executive Committee a chance to meet and express their concerns to the LRSC liaison from the Department. This topic will also be addressed at the Infrastructure and Management Committee meeting on the 16th of December.

Closing Business

Agenda topics for March 23, 2006 Council Meeting:

- Connection 2030 Update
- Biennial Report – Draft for review
- WISLR Update
- Pavement Ratings Submittals and Compliance
- LRIP 2006 Processed Agreements
- TSMEGP Awards
- New Council Members (LWM – MPO/RPC)
- Secretary's Office – Chris Klein (tentative)

Meeting Adjourned at 2:15 pm